

SPORTS AS THE EXPERTS SEE THEM

WHEN IS A GOLFER AN AMATEUR?

LIKE the needy poor, the status of amateur sportsmen is an ever present question.

It is to be hoped in the interest of uniformity that golfers will come to a thorough understanding with players in such lines as tennis, shooting, baseball, football, rowing. With a united front of fenders in one field cannot blithely hop into another. Let the job be done thoroughly, so that only minor modifications will be necessary for years to come.

Some misguided souls have an idea that the ruling of the United States Golf association last winter ended the controversy, so far as the royal and ancient game was concerned. It was then decided that an amateur might do only two things for money—write about the game and lay out courses.

Amateurs Are Kept Busy.

Naturally if you dam up a river at all except two points more water will rush through at the places where there is no obstacle. In consequence a number of amateurs are devoting practically all their time to golf architecture and writing. Syndicate concerns the country over are bundling out series of articles, mostly of a technical sort, supposed to be carried by the refutation of the author's name. It reminds one of the wholesale invasion, two or three years ago, of the newspaper columns and variety theater stages by baseball players who speedily overcame themselves, although no such delicate question as amateurism was involved.

It is noticeable that the brazened defiance of a few amateur offenders faded into nothingness after the national delegates went on record last winter. This season discussion has been occupied principally with the problem as to whether or not an amateur endangered his standing by handling golf supplies, excepting, of course, making or repairing clubs, which has been specifically forbidden. Sentiment, particularly around Boston, which has often taken the initiative, has been crystallizing against infractions of good taste in that direction, but in one instance, at least, the central authority by reasoning from a doubtful premise deduced a conclusion that merely dodged the kernel of the matter at issue.

President Woodward, soon after the national amateur championship, spoke as if golf were about the only sport still wrestling with the amateur problem and attributed most of the trouble to youngsters unfamiliar with the restrictions, when, as a matter of fact, the chief offenders have been golfers for sixteen or twenty years. Just after Mr. Woodward went on record five well known Yale athletes were disqualified on the ground of having played summer baseball. The public does not hear so much regarding violations in golf as in other sports because it is not a gate money recreation, therefore its commercial ends are less apparent.

Human nature is such that in some cases rules will always be ingeniously evaded. Accordingly, additional legislation by way of safeguard is frequently required to exclude the virus of professionalism. The commonest method of evasion in golf is through wagering, which furnishes one reason why gambling on the links is assailed more bitterly every year.

Talking the other day, an authority in amateur sports said: "Originally an amateur was a gentleman who pursued sport for recreation and a professional was a manual laborer who practiced the same exercise for a livelihood. The principal reason for making the distinction was to protect the man who did the thing for fun in his leisure hours against the injustice of being compelled to pit his strength and skill against the one who made a business of doing it and consequently had an unfair advantage over him."

A secondary motive was to confine amateur sport to men of similar social stations, at least such was the case

with rowing in England, though in cricket and golf amateurs and professionals have mingled freely with less corruption than might have been expected. Both these motives have disappeared. The professional, to be sure, is in all sports generally superior to the amateur, but as a matter of fact the top notch amateurs in practically every line are men who give, or can give, if they choose, as much time to it as he who makes his living from it. And the man who has only his leisure

personal slap mainly against one man rather than because of any real love of simon pure sport. Inevitably the movement widened as it advanced, so practically everybody was caught in the net.

CAN'T FOOL MOLLWITZ.

MOLLWITZ, the Cincinnati Reds' angular first sacker, fanned fewer times in the past season than any other regular.

BRICK OWENS TO RETURN TO MAJOR LEAGUES

CLARENCE BRICK OWENS, one of the best umpires baseball has developed, will be a member of the American league staff next season. Owens was with the American association for the past two seasons and prior to that held a position on the National league staff, where he gave satisfaction, but in a row over the salary question resigned and returned to the American association. Owens has long since been recognized as one of the best of umpires.

MAY FORM BIG AUTO SPEEDWAY CIRCUIT

SPEED has always had a fascination for human beings. The desire to get there quickly, even if the "there" is merely the place from which one started, is strong with civilized and uncivilized man. Fast motion is attractive, and many ways have been devised for attaining it. The most popular form just at present is the automobile. The development of this means of transit has been so rapid that laws have been made regulating speed on the highways, and as a consequence

the continent to be present. The track is of brick, and many records have been broken there.

About a year ago promoters decided that if a motor speedway had paid in Indianapolis it would pay in other cities, especially where there are larger populations from which spectators can be drawn. Companies were formed in several cities, and speedways have been opened in Minneapolis, Chicago, Omaha, Des Moines, Sioux City, Providence, Tacoma and New York. Work has

newest and most elaborate of the motor tracks. It represents an investment of about \$3,500,000.

Everard Thompson, the general manager of the Sheepshead Bay speedway, says that the public has little idea of the value of such races as will be run on the splendid new track.

"While there is no apparent utilitarian purpose shown in driving a car at 110 miles an hour," says Mr. Thompson, "such a speed being, of course, impossible and impracticable on a highway, valuable information is obtained by such speed. Each form of transit at its most capacity for two or three hours brings out any possible defects in engine or other machinery, and the engine that will maintain such a speed for 300 or 500 miles proves its mechanical excellence, and if placed in a touring car where it will never be called on for such strains it will render perfect service for years."

"The money necessary for making these tests can be had only by giving the public a form of entertainment for which spectators will pay. For the Astor cup race, which opened the Sheepshead Bay speedway, we offered purses aggregating \$50,000, and our other expenses were that much more. Manufacturers could not meet this enormous expense, so they are glad to take advantage of the speedways to test their cars."

Since the automobile attained a speed of a mile a minute there has been a keen rivalry between the gasoline vehicle and the steam locomotive in the matter of speed. Each form of transit has scored certain victories with present honors about equally divided. The locomotive has a better record for from one to seven miles, while the automobile has shown its superiority over distances from 50 to 500 miles.

The fastest time ever made by a locomotive for a short distance was in March, 1901, when a Plant system train covered five miles in Florida in exactly 2 minutes and 30 seconds, a speed of 120 miles an hour. Three years later the Philadelphia and Reading sent a train from Egg Harbor to Briggsville Junction, 4.5 miles, in the same elapsed time, a speed of 115.20 miles an hour. No such time has ever been made by an automobile.

Dario Resta on his first trial broke a world's record on the new Sheepshead Bay speedway by traveling ten miles, five laps around the two miles track, in 5 minutes 32 4-5 seconds, a trifle below 100 miles an hour. In a previous race at Chicago Resta had covered two miles at a speed of 110.5 miles an hour. This is considerably slower than the two miles a minute done by a locomotive on steel rails and a straightaway course. But if the locomotive had been driven around an oblong track to complete the five miles, thus having to negotiate five curves, it is certain that the speed would not have approximated a mile in thirty seconds.

The superiority of the automobile over a long distance is unquestioned. The world's record for 500 miles was made a few months ago in Chicago when Resta completed the distance at an average speed of 97.58 miles an hour. This included stops for gasoline and to change tires. Compare this annihilation of distance with the following figures for fast railroad trains:

June, 1905, Pennsylvania railroad, New York to Chicago, 337 miles, 56.07 miles an hour; July, 1904, Great Western of England, between Paddington and Bristol, 118.5 miles, 84.8 miles an hour; June, 1905, Lake Shore, between Buffalo and Chicago, 525 miles, 69.69 miles an hour; October, 1905, Pittsburgh, Fort Wayne and Chicago, between Crestline, O., and Clark Junction, Ind., 257.4 miles, 74.55 miles an hour.

It will be noticed that these fast times by railroad trains were made ten years or so ago and that since that time no extraordinarily fast time has been made. Railroad managers seem to think that the limit has been reached and that there is too great danger in doing much better than a mile a minute.

SKATE SAILING SPORT FOR YOUNG AND OLD

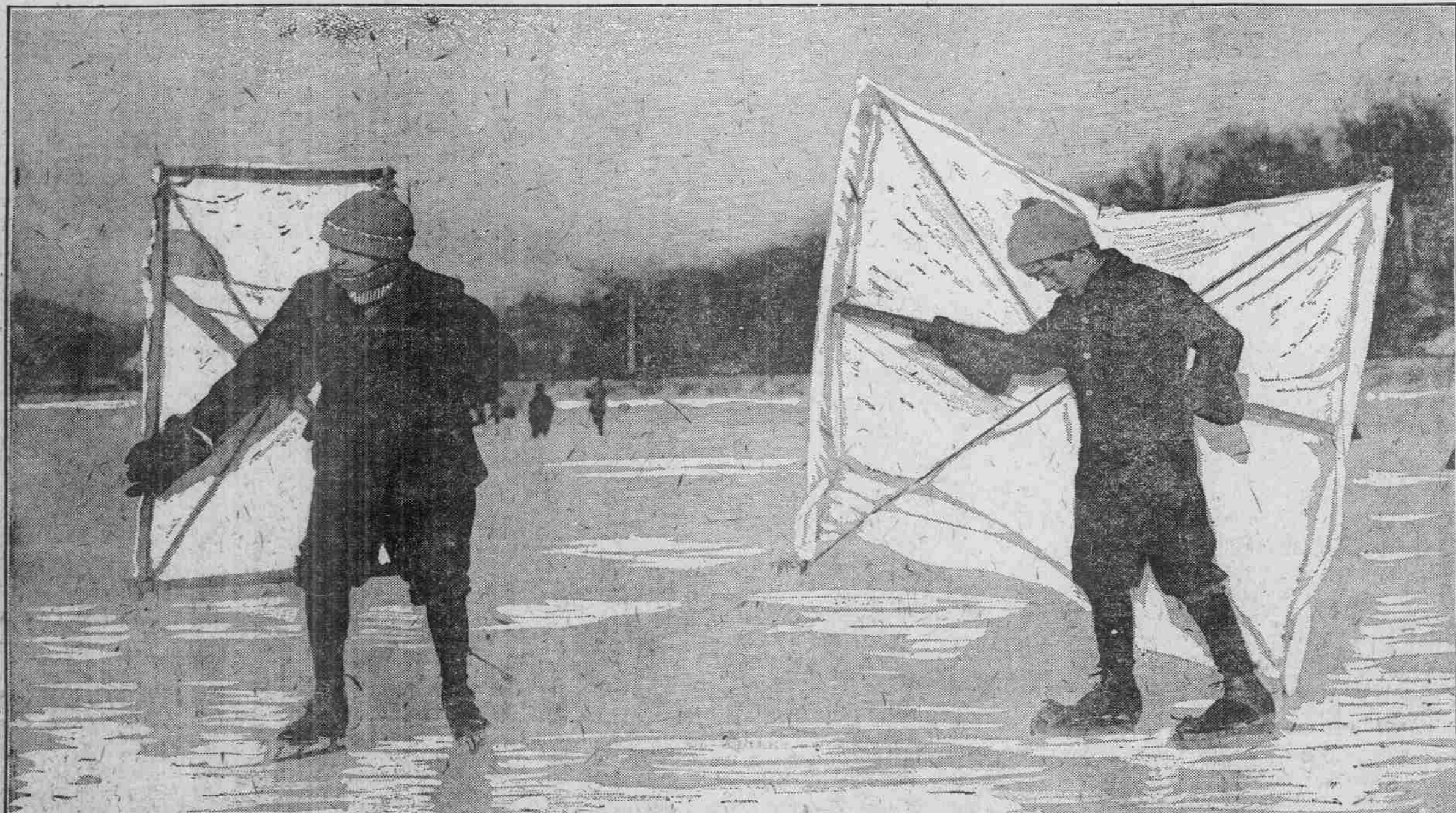


Photo by American Press Association.

ALTHOUGH it is true that there is nothing new in the idea of skate sailing and that it is as old as skates, dating back to the time when our ancestors, with bones of animals bound to their feet, spread their ample cloaks and allowed the wind to waft them over the surface of the ice, nevertheless the present skate sail is a comparatively new invention and a probable importation from northern Europe. The sails are simple to make, and young and old can enjoy them. The skate sailor can attain a high rate of speed.

hours to devote to practice or training is virtually at as great a disadvantage against these top notch amateurs as he would be against an out and out professional. What then is a bona fide amateur? He is a man who engages in sport for its own sake, to whom the game is more than any material reward he may obtain from playing. Unfortunately rules are necessary, not so much for the protection of the player as for the protection of the sport.

What injured the drive launched two years ago against offending amateurs was that it started in an attempt at a

BETTER BASEBALL IN STORE FOR FANS.

With peace prevailing, a higher caliber of baseball will be displayed in the major and minor leagues next season. The ball players will have to give their entire attention to playing the game in order to hold their jobs, and they will not be disgruntled by tempting offers from the Feds.

The athletes will have to hustle every step of the way during the campaign for it will mean a lot to them to deliver.

MACK SIGNS 'EM UP AT ALL AGES

JACK DOYLE, the Chicago White Sox scout, dropped the following yarn the other day about Connie Mack's system of developing youngsters:

"I got a tip about Davies, and I watched him. Then I followed him to his home in New Hampshire."

"As Davies was under age, I had to call in his relatives to witness and approve the contract. Then, to my astonishment, I learned that Connie Mack had signed Davies when he was seven years old."

tracks have been built and inclosed on which cars can be driven at as fast a speed as their engines will drive them and their other machinery permit. This speed has now reached the rate of a mile in less than thirty seconds on a straightaway track and almost as much on a circular or oval track that is properly banked.

The first motor speedway in the United States was opened five years ago at Indianapolis. It has been a financial success from the start, and the races held there have been watched by spectators who have traveled half across

been started on speedways in New Orleans and Los Angeles, and preliminary organizations have been effected in Cincinnati, Kansas City, Philadelphia and elsewhere. Next year it is expected that fifteen or twenty tracks will be open for business, and there will be regular circuits of motor racing which will keep racing drivers and racing cars busy all summer.

The Sheepshead Bay speedway, in New York, located on the grounds of the old Sheepshead Bay race track, where thoroughbred horses formerly vied for purses and speed honors, is the

ICE SCOOTER YACHTSMEN WERE OUT RECENTLY TO ENJOY THEIR FAVORITE SPORT

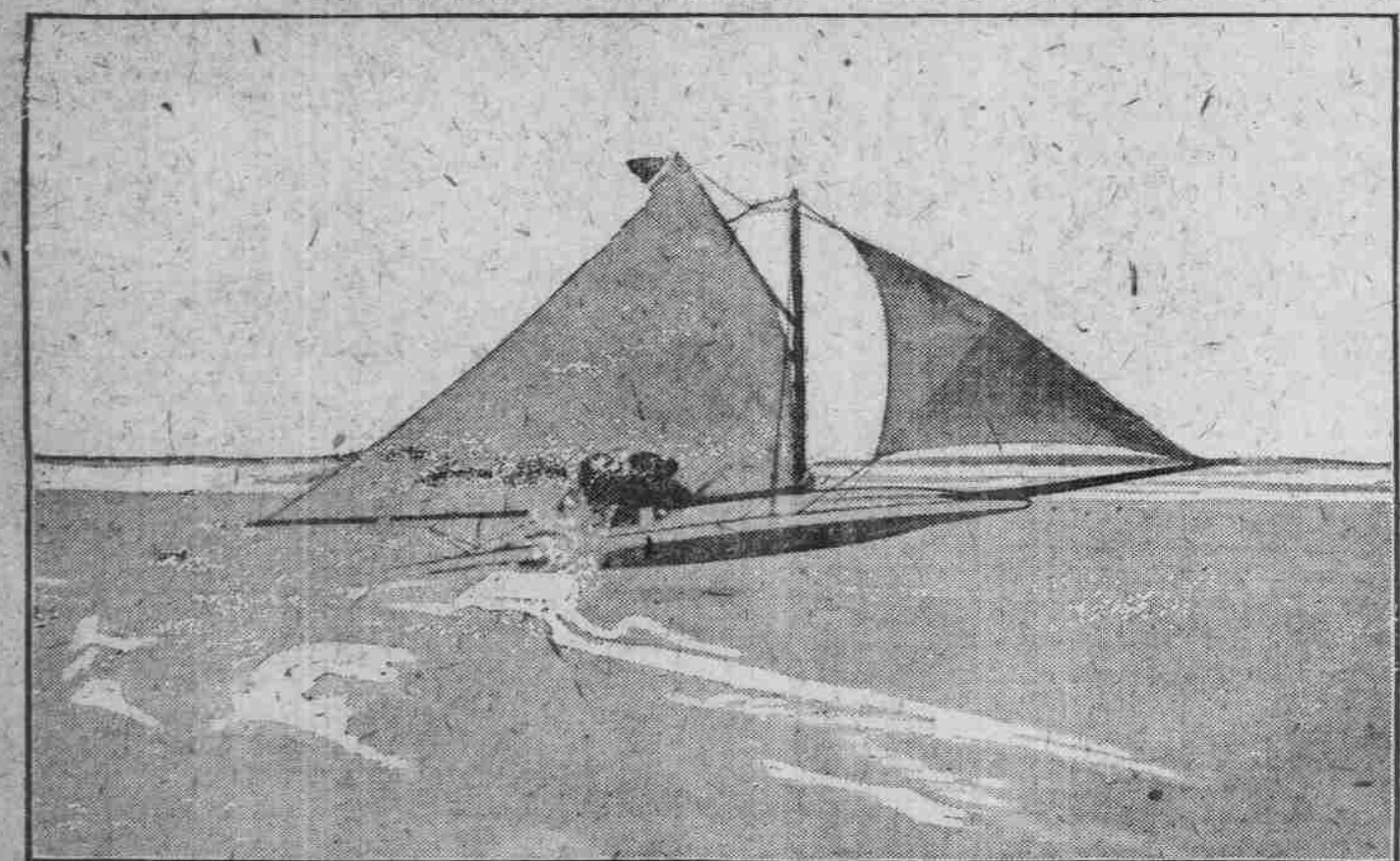


Photo by American Press Association.

The recent cold weather gave the ice scooter yachtsmen on the Great South bay, New York, a fine chance to enjoy their favorite sport. A scooter is different from an ice yacht. It is a catboat with runners on and travels in water as well as on the ice. Yachtsmen have attained a speed of fifty miles an hour in a scooter. Photo shows a scooter yacht going at full speed on the Great South bay.

SPAIN TO HAVE RACE COURSE.

European horse racing is to be increased by the advent of a course at San Sebastian, Spain, which will have the patronage of King Alfonso. He will race under the name of the Duke of Toledo.

MUST APPROVE YALE COACH.

Whoever is selected to coach the Yale football squad will have to be approved by the college corporation, and the sentiment of the faculty is said to be strongly against paying any coach more than \$4,000 a year.

DR. R. T. MACKENZIE IN ARMY.

Dr. R. Tait Mackenzie, artist, sculptor, anatomical expert, formerly of Toronto and McGill and later physical director at the University of Pennsylvania, is a major in the British army medical corps stationed at Manchester.

DE ORO'S CAREER A REMARKABLE ONE

WHEN Alfredo De Oro successfully defended the world three cushion title against the challenge of August Kleckhefer at Chicago recently he added a little more luster to his wonderful career on the green cloth.

When the three cushion championship was given rank as one of the leading titles in the cue world by the donation of a trophy by Jordan Lambert of St. Louis, De Oro took part in the original tournament at St. Louis. This event was won by Harry Cline, and in turn the title was won by John Daly and Thomas Hueston.

De Oro then came into the limelight by defeating Hueston at St. Louis, 150 to 107.

Since that time the veteran Cuban, who will be fifty-three next April, has played in nineteen championship matches and lost only four of them. His defeats were as follows:

1910-Jan. 12, at New York, Fred Eames, Denver, 150; De Oro, 137.
1910-Dec. 22, at New York, John Daly, 150; De Oro, 120.
1912-Jan. 12, at Denver, Joe Carney, Denver, 150; De Oro, 148.
1915-May 19, at New York, G. Moore, New York, 150; De Oro, 144.

In the fifteen matches he won De Oro had only three close calls, winning from Thomas Hueston by two points, from John Daly by four points, and from Joe Carney by seven points. In the other twelve matches against such players as Hueston, Daly, Lloyd Jevne, John Horgan, Charley Morin and Fred Eames he won all of them by margins of thirty points or more.

By defeating George Moore of New York on Oct. 30, 1914, 150 to 92 at New York De Oro won permanent possession of the Jordan Lambert trophy.

Last year the Brunswick-Balke-Coleman company donated another diamond trophy which was put into competition at a tournament held at Chicago last March.

George Moore of New York won the title after a triple playoff with William Huey of Chicago and John Daly of New York. De Oro was the first to challenge and was defeated by Moore, 150 to 144, May 19 at New York.

In September Huey defeated Moore

at New York and a few weeks later returned the emblem to the donors. As De Oro was next in line for a match he got the championship by forfeit and retained it Dec. 4 when he defeated young August Kleckhefer 150 to 93 in their match at Chicago.

In this match De Oro demonstrated he has lost none of his wonderful skill, as on the second night he set his new world's record by making his 50 points in thirty-five innings. He also made his 150 points on the three nights' play in 145 innings, this being a world's record that never has been approached in a championship contest.

Lloyd Jevne of Los Angeles, who held the championship before the Lambert trophy was put in competition, is the next challenger and the winner of that match will have to meet Charles Ellis, the young Pittsburgh southpaw, who is rated as one of the most promising players of the younger school.

De Oro's record at pocket billiards is equally as strong as at three cushions as in twenty years of play he was defeated only three times in championship games, these reverses being administered by Powers, Thomas Hueston and Bennie Allen, the present title holder.

The Cuban says he has no intention of resuming pocket billiards at present, but should he again enter the championship lists his opponents will have just as much respect for his skill as in previous years.

UMPIRES ARE PLENTIFUL.

That the umpires, especially those of the minor leagues, are not going to enjoy more than fair salaries for a year or so seems assured. About eight of the officials who were turned loose when the Federals went out of business would be willing to take most any kind of jobs just now, just to remain in the business and await a change for the better, and consequently club presidents of the minors see a chance of signing their own staffs at a reasonable figure because there are so many umpires of experience available.

HOWARD DREW INTENDS TO RUN ANOTHER YEAR, THEN QUIT



Photo by American Press Association.

Howard Drew, the champion sprinter of the United States, has decided to give up his residence in California, and live in New York from now on. Drew says he will have more opportunity to show his heels to other stars in the East than he would on the coast. Drew also says he will compete another year and then hang up his spiked shoes. And he adds that he expects to make a new world's record for 100 yards before he retires.